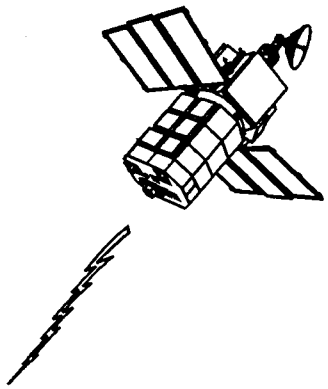
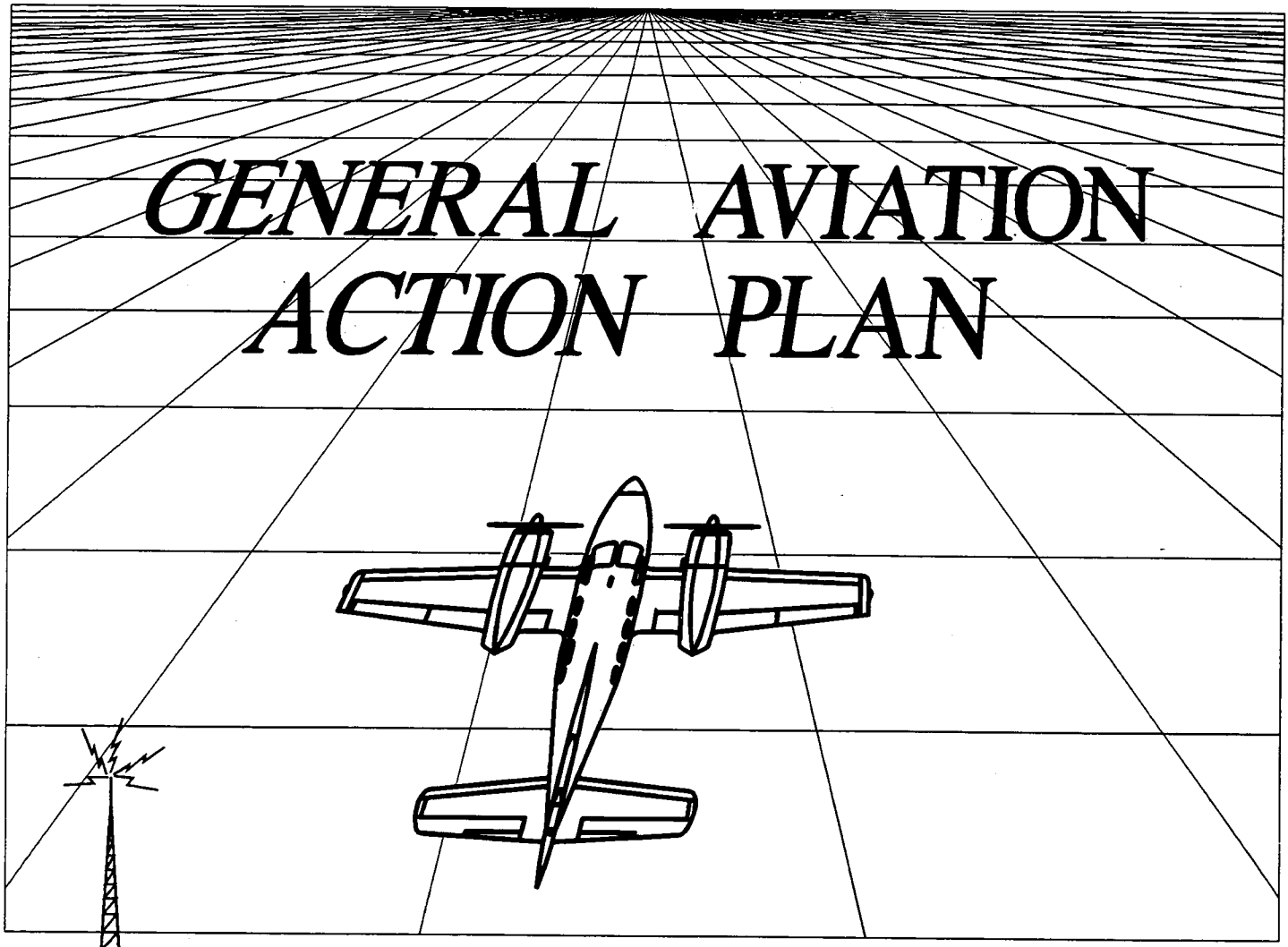


U.S. Department of
Transportation

**Federal Aviation
Administration**

Promoting General Aviation's Future

GENERAL AVIATION ACTION PLAN



March 1994
Revision

GENERAL AVIATION POLICY STATEMENT

General aviation is critically important to the Nation's economy and to the national transportation system. General aviation plays a crucial role in flight training for all segments of aviation and provides unique personal and recreational opportunities. It makes vital contributions to activities ranging from business aviation, to agricultural operations, to Warbird preservation, to glider and balloon flights.

ACCORDINGLY, IT IS THE POLICY OF THE FAA to foster and promote general aviation while continuing to improve its safety record. These goals are neither contradictory nor separable. They are best achieved by cooperating with the aviation community to define mutual concerns and joint efforts to accomplish objectives. We will strive to achieve the goals through voluntary compliance and methods designed to reduce the regulatory burden on general aviation.

The FAA's general aviation programs will focus on:

1. **SAFETY**
   To protect recent gains and aim for a new threshold.

2. **FAA SERVICES**
   To provide the general aviation community with responsive, customer-driven certification, air traffic, and other services.

3. **PRODUCT INNOVATION AND COMPETITIVENESS**
   To ensure the technological advancement of general aviation.

4. **SYSTEM ACCESS AND CAPACITY**
   To maximize general aviation's ability to operate in the National Airspace System.

5. **AFFORDABILITY**
   To promote economic and efficient general aviation operations, expand participation, and stimulate industry growth.

David R. Hinson
Administrator

September 8, 1993

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INTRODUCTION

This document represents the Federal Aviation Administration's (FAA) first comprehensive, agencywide plan to address the needs of the general aviation community for the next 3 to 5 years. This plan also builds on the first General Aviation Action Plan issued by our Flight Standards Service in October 1992.

Upon becoming FAA Administrator in August 1993, I saw a need for a proactive FAA approach to general aviation. Accordingly, I issued a General Aviation Policy Statement on September 8, 1993, which recognizes the importance of general aviation to our country and to our national transportation system. That statement is printed in its entirety on the inside front cover of this document.

This action plan is an adjunct to the FAA's revised Strategic Plan. Our Strategic Plan recognizes the need to maintain industry vitality as a prerequisite to a safe and efficient National Airspace System. The strategic plan was developed with input from the user community including several industry "challenge" sessions in the last half of 1993.

The General Aviation Action Plan was developed in close collaboration with the general aviation community. In addition to the industry "challenge" sessions for the FAA Strategic Plan, a general aviation conference held in Kansas City in September 1993 generated valuable suggestions and other input which are incorporated in this action plan.

I believe it is significant that 11 general aviation organizations have formed the General Aviation Action Plan Coalition to support the action plan's implementation. In my first meeting with this Coalition on January 6, 1994, we agreed on a collaborative process to further the goals and objectives in this action plan.

I would be remiss if I did not stress the challenges we face in the 1990's in maintaining a safe and vital air transportation system. The FAA faces many fiscal and other pressures as we begin the process of "reinventing" Government. In order for our programs to be fully effective, we will be relying on our industry partners to contribute to the accomplishment of our joint agendas.

I can assure you that the FAA is committed to being responsive to the needs of the general aviation community. We will strive to work with the community to translate the General Aviation Action Plan from plan into action.

David Hinson

David R. Hinson
Administrator

Washington, DC
April 7, 1994

SECTION I

IMPORTANCE OF GENERAL AVIATION AND ITS CURRENT STATE

General aviation is critically important to this Nation's economy and its national transportation system. General aviation comprises those portions of our civil aviation community that are not engaged in air carrier service. Accordingly, it provides a wide array of critically diverse economic services ranging from business and personal transportation to agricultural services and other utility applications. It is also the source of training for pilots, technicians, and others employed in the aviation industry. The following items are only a brief summary of general aviation's public benefits.

1. ECONOMIC CONTRIBUTIONS - The Partnership for Improved Air Travel has documented that general aviation is responsible for more than $45 billion in annual economic activity in the United States. This includes the direct and indirect economic impacts of general aviation activity, such as aircraft manufacturing, airport operations, passenger carriage, agricultural activities, and other impacts.

2. JOBS - General aviation is the source of more than 540,000 jobs in aircraft manufacturing, airport services, and other activities. Many of these jobs are highly skilled and well-paying. General aviation is often the entry point for individuals seeking careers in all aspects of aviation.

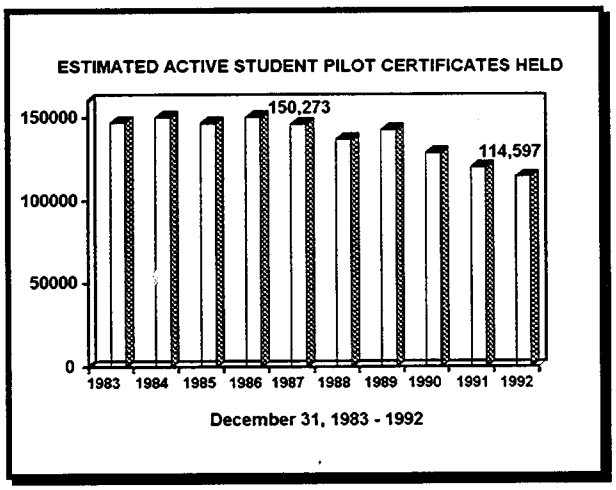
3. INFRASTRUCTURE - General aviation adds greatly to this Nation's transportation system capacity. According to industry estimates, scheduled airlines carried 452 million passengers in 1991 while general aviation carried 120 million, or about 21 percent of the total.

Annual 1991 Economic Impact of General Aviation

	Annual Economic Activity ($Billion)	Annual Earnings ($Billion)	Jobs (Thousand)
Provision	$24.1	$7.0	269
Use	10.1	4.1	160
Manufacturing	11.0	3.4	113
TOTAL	$45.2	$14.5	542

Source: The Economic Impact of Civil Aviation on the U.S. Economy, Update 1991, Prepared by Wilbur Smith Associates for the Partnership for Improved Air Travel, April 1993

General aviation serves more than 17,500 airports, heliports, seaplane bases, and other landing areas in the United States, compared to fewer than 700 for scheduled air carriers. Moreover, general aviation airports are served by unscheduled "air taxis" and provide the potential for future service by scheduled regional airlines. General aviation also provides point-to-point, on-demand transportation service, independent of the airline "hub-and-spoke" system.



Source: APO-110

In many cases, the benefits of general aviation accrue directly or indirectly to all U.S. citizens whether or not they directly use general aviation products and services. General aviation thus provides considerable public benefit to the Nation as a whole. The economic benefits of general aviation to local communities and individuals are well documented yet are rarely given the attention they deserve by the Nation as a whole.

Despite the importance of general aviation to this Nation, many general aviation economic indicators have eroded in the last 15 years for a variety of reasons. New piston aircraft production has plummeted, although used aircraft sales have stabilized, and turbine aircraft sales have recently shown strength. Overall, however, the size of the active fleet, student pilot starts, and hours flown are all decreasing. In addition, the number of public-use landing facilities continues to decrease slowly each year.

The FAA believes that the current state of general aviation is not a true reflection of its growth potential and continued future importance to the United States. Accordingly, the FAA wishes to address the current and future needs of general aviation, in partnership with the user community, other Government entities, and the industry in order to facilitate future growth. The FAA recognizes, however, that many factors which may influence potential general aviation growth are the result of conditions beyond its control. These factors are often the result of actions by the judicial system, the aviation consumer, the industry, the general public, or general economic trends.

SECTION II

DEVELOPMENT OF FUTURE FAA GENERAL AVIATION PROGRAMS

In developing programs to address the needs of the general aviation community, the FAA will be guided by several principles associated with "reinventing" Government. Specifically, we will follow the four underlying concepts articulated in the Vice President's National Performance Review (NPR).

1. **CUTTING "RED TAPE"** - This concept is focused on reducing internal rules and processes. The work of the Airline Commission and others has focused on regulatory reform as a way to provide relief to reduce costs and stimulate industry growth. We will explore ways to provide such regulatory relief to the general aviation community in ways that will maintain or increase safety.

2. **PUTTING CUSTOMERS FIRST** - We intend to give our general aviation customers a voice in development of FAA general aviation programs and a choice in how our services are delivered. In particular, we will establish customer service standards and survey customer satisfaction, which will permit the prompt identification of service problems and facilitate timely resolution.

3. **EMPOWERING EMPLOYEES TO GET RESULTS** - We intend to decentralize decisionmaking power and reduce excess layers of management. This will empower FAA's field level staff to provide more responsive service attuned to the needs of users. We will also hold employees at all levels accountable for results. In order to provide a "level playing field" for users, however, we will ensure that FAA service delivery is consistent and standardized.

4. **GETTING BACK TO BASICS** - We intend to eliminate unneeded programs and other processes and invest in those programs that provide greater Government productivity and more responsiveness to customer desires. In particular, we will reengineer programs ranging from delivery of air traffic services to operator and airman certification processes to reduce the process burden on customers and reduce FAA costs.

Any actions proposed by FAA or the general aviation community that involve rulemaking action will be accomplished through established rulemaking processes in accordance with applicable procedures. This may include action by the Aviation Rulemaking Advisory Committee (ARAC), issuance of Notices of Proposed Rulemaking (NPRM), or other established regulatory vehicles which provide for due process and public comment.

It is our intention to employ nonregulatory approaches wherever they are most effective. Additionally, we will strive for collaborative approaches to achieve our mutual objectives in partnership with the general aviation community. With regard to safety issues, our approach will be to anticipate safety concerns and prevent accidents rather than react to safety problems after the fact.

An excellent example of this process at work is the FAA/industry Accident Prevention Program. This program, supported largely by volunteer Accident Prevention Counselors and national and local general aviation organizations, has proven very effective in reaching large numbers of pilots with critical safety information, using minimal FAA resources. The FAA thus serves as a catalyst for action and greatly leverages its own resources.

Our mutual objective with the user community in the safety arena will emphasize compliance with the Federal Aviation Regulations and safe operating practices. We will apply traditional enforcement practices as a last resort to achieving compliance. We believe that other more proactive compliance approaches will often provide equal or better levels of compliance with reduced FAA and operator costs and equal or better levels of safety.

The FAA will also develop its future general aviation programs with the full participation of the user community and be as inclusive as possible in this process. For example, the FAA participates by invitation in the General Aviation Action Plan Coalition, a group of 11 organizations that formed to support implementation of the action plan. Through partnership with the Coalition, other general aviation organizations, and individuals in the general aviation community, the FAA will enhance the achievement of change through consensus with our customers.

The implementation of the FAA portion of general aviation programs is the responsibility of numerous FAA offices rather than any one office. Accordingly, it is vital that various FAA general aviation programs be linked horizontally to meet the goals and objectives of this action plan.

This is a new approach to FAA strategic planning. In the past, numerous agency documents acted as drivers for agency programs. These drivers included the Capital Investment Plan (CIP); the FAA Research, Engineering and Development Plan (RE & D); and the National Plan for an Integrated Airport System (NPIAS), among others. In the future the FAA Strategic Plan, including subsidiary action plans such as the General Aviation Action Plan, will drive all of the functional plans such as the CIP, RE & D, and NPIAS.

Although no single office holds responsibility for all FAA general aviation programs, the Administrator has charged the Associate Administrator for Regulation and Certification with the role of facilitating and coordinating development of the General Aviation Action Plan. This role is currently performed by the Flight Standards Service's General Aviation and Commercial Division. This revised edition of the General Aviation Action Plan was originally drafted by a cross-functional agency team coordinated through that division.

SECTION III

DEVELOPMENT AND ORGANIZATION OF GOALS, OBJECTIVES, AND ACTION ITEMS

The following five sections in the action plan represent major goals and vision statements which parallel the five goals in the Administrator's General Aviation Policy Statement. They also correspond to the five original goals in the first General Aviation Action Plan, now modified to reflect agencywide implementation. These revised goals were developed through consensus between the FAA and the general aviation community regarding the long-term needs of the general aviation industry and user community.

Under each of the five goals is a series of objectives which target specific issues, concerns, and other matters. Full achievement of each goal will result only if results are maximized for each objective.

These objectives were developed from a variety of sources and collated by the General Aviation Action Plan Coalition in consultation with the FAA team charged with revising the action plan. The sources considered included FAA/industry challenge sessions associated with revision of the FAA Strategic Plan, results of an FAA general aviation conference held in Kansas City in September 1993, the report of the 1993 Commission to Ensure a Strong Competitive Airline Industry, the Vice President's National Performance Review, and other sources.

All of the objectives are targeted for action sometime within the period covered by this action plan (3 to 5 years). The short narrative accompanying each objective describes the scope of that objective and includes examples where applicable.

Responsibility for accomplishment of each objective will usually be the result of multiple FAA and general aviation organizations acting in partnership. The plan lists one or more FAA organizations which are responsible for that objective and related actions. The FAA presumes that organizations and individuals in the general aviation community will be directly involved in ***all*** of these objectives and supporting actions.

The initial actions selected to implement each objective are listed in Appendix A, starting with Appendix A-1 for 1994, A-2 for 1995, etc. The Appendix for each year will list the objective from this chapter, the initial actions to be taken, and a lead FAA organization. At the beginning of each year, a supplement to this plan will be published which will describe accomplishments and results in the prior year and actions to be taken under selected objectives for the new year. In this manner, the General Aviation Action Plan will remain a living document responsive to changing needs in the user community. It will also provide a vehicle for measuring the results of our collective efforts.

Many of the nonregulatory actions to be initiated will be accomplished by small cross-functional teams consisting of FAA staff from appropriate headquarters and field organizations as well as members of the general aviation community with a stake in that issue. We will attempt to create teams with broad support for the team membership from the community. The General Aviation Action Plan Coalition, chaired by the Experimental Aircraft Association in 1994, has volunteered to assist in formation of teams.

Whenever possible, the teams will accomplish the steps needed to complete the required actions to achieve the objective desired for that year. In some cases, further deliberation between the FAA and the user community will be required to reach consensus on actions needed. In that case, the joint FAA/user community team will plan a further meeting in an action-oriented, problem-solving workshop setting to resolve the issue and to plan and complete further actions. Any proposed FAA actions with broad impact on the general aviation community will be published in accordance with established administrative procedures to provide for adequate public notice and comment.

The teams are designed to represent a wide cross-section of the FAA and user community. Accordingly, team membership and/or leadership will frequently be from FAA and industry field personnel. This will lend a real-world perspective to issue development and resolution and reduce "inside-the-beltway" approaches to problems.

We are intentionally not attempting to list actions in advance under each objective for each year.

The collective resources of the FAA and the general aviation community are not sufficient to attempt such an all-or-nothing effort. The FAA, in particular, will be facing many resource challenges in the coming years as a result of restricted budgets, multiple priorities, and other external pressures. We believe that greater credibility will be generated by fuller accomplishment of a more modest agenda rather than raising expectations which cannot be met. This does not mean that unplanned actions and progress will not be pursued or reported on when accomplished.

Furthermore, individual FAA offices may elect to develop and implement actions which address the objectives in this plan, independent of the collective agenda developed with the general aviation community. Similarly, the general aviation community will be undertaking independent actions to achieve these same objectives.

GOAL 1

SAFETY

To Protect Recent Gains And Aim For a New Threshold

General aviation has become safer in the last two decades and especially in the last decade. For example, total general aviation accidents decreased from 3,500 in 1981 to only 2,022 in 1993, a 42 percent decrease. There were similar declines in fatal accidents, total fatalities, and accident rates during this period. The corporate aviation element of general aviation, in fact, has achieved a safety record comparable to that of large scheduled air carriers. The causes of general aviation accidents continue to be largely attributable to human factors rather than mechanical failures. Weather-related causes and factors also continue to be important.

Despite significant improvements in general aviation safety, it is critical that the FAA and the general aviation community continue to work together to improve this safety record. There are several reasons why this must continue to be a high priority.

1. Community acceptance of general aviation will be enhanced by an improving safety record.

2. Some segments of general aviation, especially personal flying, have a relatively higher accident rate than other general aviation elements.

3. New participants to general aviation will be attracted by an improving safety record.

4. General aviation's potential to serve the Nation's unmet transportation needs requires an acceptable safety record.

5. General aviation is the initial training ground for nearly all of the Nation's pilots, including those entering service with the airlines.

To accomplish Goal 1, the FAA and the general aviation community have agreed on the following objectives as a basis for creating a joint safety agenda over the next 3 to 5 years.

Objectives and Comments

1A. Achieve safety compliance through effective nonregulatory safety promotion programs and use of innovative compliance methods.

FAA Organizations: Flight Standards Service, Office of Safety Information and Promotion, Air Traffic Rules and Procedures Service, Aircraft Certification Service

> **Comments**: *This objective consists of two separate initiatives. One seeks to enhance existing programs, like the Accident Prevention Program, Operations Raincheck, and Operation Take-Off, by reaching new target audiences and employing enhanced or new methods. The other initiative seeks to employ new compliance methods based on cooperative compliance throughout the Flight Standards work force using the Denver Flight Standards District Office (FSDO) and other locations as test offices for these prototype techniques.*

1B. Increase distribution of safety information to pilots, technicians, and others through enhanced automated methods and other means.

FAA Organizations: Flight Standards Service, Office of Safety Information and Promotion, Aircraft Certification Service, Office of Rulemaking

> **Comments**: *This objective is designed to enhance the free flow of critical safety and proposed rulemaking information between the FAA and the general aviation community, employing advanced technology wherever possible to increase the effectiveness of safety data exchange.*

1C. Provide enhanced, real-time weather, traffic, and other information to general aviation pilots through improved dissemination to the cockpit and other locations which meets user needs.

FAA Organizations: Flight Standards Service, Air Traffic Rules and Procedures Service, NAS System Engineering Service, Office of Safety Information and Promotion, Aircraft Certification Service

Comments: *This objective seeks to provide general aviation pilots with enhanced information needed to make critical operational safety decisions regarding weather, air traffic information, and other factors. It seeks to provide such information directly through cockpit, personal computer, airport operator, and other sources.*

1D. Improve effectiveness of designees through improved training and partnership initiatives with designee community.

FAA Organizations: Flight Standards Service, Aircraft Certification Service

Comments: *This objective seeks to improve the effectiveness of FAA designee programs by improving FAA oversight and encouraging the designee community to improve their standardization procedures and communication among designees and between the FAA and the designee community.*

Objectives and Comments

1E. Increase effectiveness of pilot and aircraft maintenance technician training infrastructure (flight instructors, schools, practical test standards, knowledge testing publications), and transition training and recurrent training programs.

FAA Organizations: Flight Standards Service

> **Comments**: *This objective includes numerous lines of effort to improve implementation of and compliance with the following parts of the Federal Aviation Regulations: 61, 65, 141, 143, and 147. In addition to emphasizing initial training and certification of all airmen, this objective will emphasize ongoing pilot proficiency issues such as transition training for high performance small general aviation aircraft and pilot currency needs. In addition to numerous ongoing and planned FAA initiatives, this objective will improve existing or spawn new partnership initiatives with the general aviation community.*

1F. Improve regulations and standards for operation and maintenance of general aviation aircraft with increased safety and simplified operation, by integrating human performance considerations into these standards systematically.

FAA Organizations: Flight Standards Service, Aircraft Certification Service, Associate Administrator for Aviation Safety

> **Comments**: *This objective is focused specifically on developing user-friendly regulations and standards tailored to achieve safe operation of current and future general aviation aircraft with new engine, cockpit, and other technologies. These updated regulations and standards will recognize the importance of human factors issues in operation of small, complex general aviation aircraft, especially those operated by a single pilot.*

GOAL 2

FAA SERVICES

TO PROVIDE THE GENERAL AVIATION COMMUNITY WITH RESPONSIVE, CUSTOMER-DRIVEN CERTIFICATION, AIR TRAFFIC, AND OTHER SERVICES

The FAA provides the general aviation community with numerous services ranging from accident prevention seminars and certification (airmen, aircraft, schools, operators) to air traffic services and airport grants. These services are frequently delivered in cooperation with our partners in the general aviation community (associations, manufacturers, states, and others).

The FAA, as well as other Federal agencies, is currently faced with many new pressures to become more efficient. These include fiscal and other resource constraints as well as various national initiatives relating to streamlining our organization, "right-sizing" its operation, and other initiatives relating to the Vice President's National Performance Review and "reinventing" Government. A common thread in all of these initiatives is to remain responsive to our customers' needs.

The focus of our efforts in providing FAA services will include process reengineering or the redesign of FAA procedural requirements to lower FAA and customer costs and provide more timely service, while maintaining or increasing safety levels. We will balance this with a continued need to maintain standardization of such procedures to ensure uniform application throughout the National Airspace System. Our efforts will also include programs to solicit customer feedback and other input on our services. We will also implement programs to increase FAA employee awareness of customer needs and related issues. Finally, we will ensure that FAA advocates the needs of the general aviation community with external organizations including other Federal agencies, other governmental units, and the public at large.

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Objectives and Comments

2A. Reengineer airman, operator, and aircraft certification processes, as required, to provide timely services to general aviation customers and minimize customer costs.

FAA Organizations: Flight Standards Service, Aircraft Certification Service

> **Comments**: *FAA certification procedures are specified in numerous FAA handbooks, advisory circulars, and other documents, and they are established to implement relevant sections of the FAR administratively. Our long-term objective is to reduce the procedural burden on customers of FAA certification services, while maintaining or increasing the level of safety.*

2B. Reengineer air traffic procedures, as required, to maximize the achievement of user-preferred flight paths, to minimize user costs, and to provide adequate services at the times demanded by users.

FAA Organizations: Associate Administrator for Air Traffic

> **Comments**: *Our objective is to structure airspace design and air traffic procedures in a manner that maximizes user-preferred routes, maximizes safety, and minimizes FAA and user costs. We will encourage such action at the local level between FAA air traffic facilities and airspace users.*

2C. Establish a mechanism to increase dialogue between local FAA service providers and the general aviation customer to enhance service delivery.

FAA Organizations: Associate Administrator for Air Traffic, Flight Standards Service, Aircraft Certification Service, Assistant Administrator for Airports

> **Comments**: *We plan to conduct customer surveys to gauge our performance and to establish other forums or processes to obtain customer feedback. This will ensure that FAA organizations at the field office level remain responsive to customer concerns.*

2D. Reduce instances of nonstandardized delivery of FAA services to promote uniform and predictable service delivery to the general aviation customer.

FAA Organizations: Associate Administrator for Air Traffic, Flight Standards Service, Aircraft Certification Service, Assistant Administrator for Airports, Assistant Administrator for Civil Aviation Security

> **Comments**: *Through appropriate FAA work force training, coordination, procedure guidance and other ways, we will ensure that all general aviation customers can expect the same treatment regardless of which FAA office provides the specific service needed.*

Objectives and Comments

2E. Implement a program to increase FAA employee awareness of customer needs and the impact of their actions on customers.

FAA Organizations: Associate Administrator for Air Traffic, Flight Standards Service, Aircraft Certification Service, Assistant Administrator for Airports, Assistant Administrator for Civil Aviation Security

Comments: *Through appropriate FAA work force training and guidance, we will nurture an FAA culture which emphasizes prompt response to customer requests and service delivery which matches customer desires as closely as possible. We will also seek a higher employee knowledge and awareness of how general aviation operates and the many public services and benefits it provides.*

2F. Advocate general aviation's needs and its contributions to the Nation with other Federal, state, and local governments and industry organizations.

FAA Organizations: Flight Standards Service, Assistant Administrator for Public Affairs, Office of Aviation Policy, Plans, and Management Analysis

Comments: *The actions of many Federal agencies such as the Environmental Protection Agency, Federal Communications Commission, Department of the Interior, and others have an important impact on the general aviation community. The same is true of foreign, state, and local governments as well as other organizations. The FAA will strive to ensure that general aviation's interests are represented and advocated on matters which affect the community.*

GOAL 3

PRODUCT INNOVATION AND COMPETITIVENESS

TO ENSURE THE TECHNOLOGICAL ADVANCEMENT OF GENERAL AVIATION

In order to grow, general aviation must provide the user with products which provide safe utility and which are competitive with other modes of transportation. New technologies will be needed to achieve this goal and maintain United States leadership in a global market. Aggressive leadership will be needed to ensure the continued competitiveness of United States technology, standards, and operating practices.

Additional consideration must be given to ensuring that current and future U.S. general aviation products have a reliable source of fuels and use powerplants that are both fuel efficient and low in emissions. Engine and propeller technology must be advanced to reduce the noise emissions in future general aviation aircraft. General aviation can remain environmentally friendly through application of technology as well as through "fly-friendly" operating procedures.

Many potential technological changes in general aviation will begin in the cockpit. The availability of Global Positioning System (GPS), data link, and relatively inexpensive flat panel displays and computers will revolutionize navigation, air traffic and weather avoidance, powerplant management, and other general aviation pilot and cockpit applications. This will not only improve general aviation safety but reduce user and FAA costs and greatly enhance the utility of general aviation aircraft.

All of the objectives in this section are consistent with parallel efforts led by the National Aeronautics and Space Administration (NASA). We will work closely with NASA to support these efforts.

Objectives and Comments

3A. Continue to develop aircraft certification standards and processes to facilitate introduction of a new generation of general aviation aircraft and technology in a worldwide marketplace.

FAA Organizations: Aircraft Certification Service

> **Comments**: *Recent certification initiatives have provided manufacturers with additional options to bring new general aviation aircraft designs to market. We will expand these initiatives to include powerplant, propellers, avionics, and accessories.*

3B. Facilitate rapid introduction of new cockpit technologies such as GPS, data link, and LORAN-C that will increase the safety and utility of general aviation aircraft operations.

FAA Organizations: Aircraft Certification Service, Flight Standards Service, Research and Development Service, Associate Administrator for Air Traffic, NAS System Engineering Service

> **Comments**: *Applying new cockpit technologies will greatly improve the user-friendliness of the average general aviation airplane and will address numerous human factors-related safety issues. It will also enable the development of numerous applications such as those mentioned in Objective 1C.*

3C. Ensure the orderly development and availability of alternative general aviation fuels, with due consideration for the existing general aviation fleet and a new generation of general aviation aircraft, as well as applicable emission standards.

FAA Organizations: Aircraft Certification Service, Associate Administrator for System Engineering and Development, Research and Development Service

> **Comments**: *Future aviation fuels should be compatible with and available to the nearly 200,000 existing aircraft as well as future designs.*

3D. Promote the development of new methodologies and technologies which will reduce the overall perceived noise footprint of general aviation aircraft and promote acceptance of a uniform national noise standard.

FAA Organizations: Aircraft Certification Service, Associate Administrator for Air Traffic, Office of Environment and Energy, Flight Standards Service

> **Comments**: *New technologies will be developed for future general aviation aircraft designs through partnership efforts among FAA, NASA, manufacturers, and other organizations. Mitigation of noise impacts from the existing fleet can be reached through a combination of a reasonable national noise policy, voluntary modification of aircraft flight paths, appropriate retrofit of noise reduction technology, and aircraft flight manual changes allowing use of reduced power operations.*

Objectives and Comments

3E. Aggressively promote the acceptance of U.S. technology, standards, and operating practices in national and international forums and in harmonization activities.

FAA Organizations: Office of International Aviation, Flight Standards Service, Aircraft Certification Service, Associate Administrator for System Engineering and Development

Comments: *FAA standards and operating practices are increasingly accepted by foreign aviation authorities and firms and will continue to be promoted by the FAA. We will also fully participate in forums seeking the harmonization of international aviation standards.*

GOAL 4

SYSTEM ACCESS AND CAPACITY

TO MAXIMIZE GENERAL AVIATION'S ABILITY TO OPERATE IN THE NATIONAL AIRSPACE SYSTEM (NAS)

General aviation provides access to more than 17,000 landing facilities, versus fewer than 700 for scheduled air carriers. By providing on-demand direct transportation to all of these locations, general aviation greatly enhances overall system capacity in our NAS and extends access to millions of customers.

To provide this important service to our Nation's air transportation system, general aviation needs fair and equal access to airspace, airports, and air traffic services. Unreasonable burdens on such access, in the form of unneeded airspace restrictions, excessive airport security requirements, and redundant air traffic procedural burdens will reduce general aviation's ability to add to the Nation's air transportation capacity. On the other hand, the general aviation community recognizes the need for air traffic, security, airspace, and airport procedures which maintain and enhance system safety for all NAS users and the traveling public.

To balance these needs, our approach will be to create a NAS which will be compatible with all NAS users, which will be responsive to customer needs and desires, which will minimize user costs, and which will seek to preserve and increase our national airport infrastructure.

Objectives and Comments

4A. Maximize general aviation's technical ability and right to access all U.S. airspace.

FAA Organizations: Associate Administrator for Air Traffic, Office of System Capacity and Requirements, Flight Standards Service, Associate Administrator for Aviation Safety, Assistant Administrator for Civil Aviation Security, Assistant Administrator for Airports

> **Comments**: *This objective is threefold. First, it seeks to provide general aviation users with the tools and training needed to operate safely in all airspace. Secondly, it seeks to establish FAA plans and policies which acknowledge general aviation's contributions to system capacity and ensure full general aviation access to all airspace. Finally, it seeks to maintain FAA's leadership role in all airspace issues and related matters, especially with other Federal agencies. Implicit in this objective is the realization that general aviation users may be subject to reasonable airspace regulations such as those which affect all airspace users.*

4B. Minimize undue restrictions on general aviation's access to airports, including unnecessary security restrictions.

FAA Organizations: Associate Administrator for Air Traffic, Assistant Administrator for Airports, Assistant Administrator for Civil Aviation Security

> **Comments**: *This objective seeks to minimize artificial or unnecessary barriers to general aviation access--that is, those barriers which are in place to serve valid system needs but which may be misapplied against some general aviation customers. For example, an airport security area which protects a commuter airline terminal may encompass an entire general aviation facility and greatly complicate access to general aviation aircraft by their owners.*

4C. Create a national airports policy which seeks to maintain or increase the number of public access airports available to general aviation, to create a practical and viable system of reliever airports, and to promote proactive general aviation policies by airport management authorities.

FAA Organizations: Assistant Administrator for Airports

> **Comments**: *This objective seeks to reverse the 20-year decline in the number of public use landing facilities. Through partnership with the military and state and local governments, use of surplus military facilities, expanded joint use of remaining military facilities, and sound airport grant and other policies, this ambitious objective may be achieved. The FAA will work closely with the general aviation community to select locations which are critical to maintaining a national general aviation airport system.*

4D. Reduce procedural requirements on general aviation NAS users by reducing unneeded equipment and procedural requirements.

FAA Organizations: Associate Administrator for Air Traffic, Associate Administrator for Airway Facilities

> **Comments**: *This objective is intended to permit close scrutiny of all NAS equipment and procedural requirements and reduce or eliminate those that no longer serve a valid safety purpose. For example, elimination of the requirements for middle markers will reduce NAS system costs and relieve users from suffering restrictions in using certain approach minimums.*

GOAL 5

AFFORDABILITY

TO PROMOTE ECONOMIC AND EFFICIENT GENERAL AVIATION OPERATIONS TO INCREASE UTILITY, EXPAND PARTICIPATION, AND STIMULATE INDUSTRY GROWTH

The cost of acquiring and operating general aviation aircraft has risen sharply since production levels began to decrease in 1978. In many cases, these cost increases have exceeded the rate of inflation and the ability of many pilots and owners to afford to continue operating their aircraft. This increasing cost spiral discourages new participants from entering general aviation, reduces the supply of future pilots and technicians, constricts the general aviation industrial base, and has harmful effects on our total transportation infrastructure and national economy.

To arrest these negative effects and provide for future general aviation growth, we will seek action in several areas. Carefully applied regulatory relief can reduce costs caused by redundant regulations while maintaining or increasing safety. An industry-led and FAA-encouraged campaign which documents the considerable public benefits of general aviation can increase public support for and interest in general aviation. Proactive regulatory and other policies can ensure that training standards reflect tomorrow's needs and encourage a future supply of pilots and technicians. Finally, we need to seek a general aviation aircraft parts policy that ensures the continued safe, efficient, and economical operation of the nearly 200,000 aircraft in the existing general aviation fleet.

Objectives and Comments

5A. Initiate regulatory relief and other actions to reduce user costs while maintaining or increasing safety.

FAA Organizations: Flight Standards Service, Aircraft Certification Service, Office of Rulemaking

> **Comments**: *This objective seeks to target specific regulatory provisions or other policies that impose an undue cost burden on general aviation without a commensurate safety benefit and where relief can be granted while maintaining or increasing safety.*

5B. Initiate a marketing or information program which documents the importance of and public benefits of general aviation.

FAA Organizations: Office of Aviation Policy, Plans, and Management Analysis, Assistant Administrator for Public Affairs, Office of Safety Information and Promotion

> **Comments**: *Many of general aviation's benefits to the Nation and to individuals are often incompletely marketed by the aviation community. A program to address this deficiency must be the primary responsibility of the general aviation community itself. Nevertheless, the FAA has a responsibility to assess the economic state and importance of general aviation and to work in partnership with the community to ensure its continued health and public acceptance.*

5C. Develop initiatives to increase the diversity and numbers of pilots, aircraft maintenance technicians, and aircraft engineers.

FAA Organizations: Office of Training and Higher Education, Flight Standards Service, Aircraft Certification Service

> **Comments**: *The general aviation community bears the primary responsibility for training pilots and technicians and meeting the future needs of the aviation industry. The FAA can play a supporting role through sound training regulations and policies and by fostering cooperative programs with educational institutions and the general aviation community.*

5D. Develop and implement a general aviation parts policy that supports safe operation and reduces user costs.

FAA Organizations: Flight Standards Service, Aircraft Certification Service

> **Comments**: *Much of the existing general aviation aircraft fleet is subject to constrained parts availability brought on by low volume production, manufacturers no longer in business, and large numbers of airplanes which have been long out of production with no current manufacturer. With the average age of an aircraft in the fleet now 27 years, it is imperative that a flow of safe and affordable parts be maintained for these aircraft. Our objective is to build on recent FAA initiatives relating to aircraft parts and address additional concerns specific to the needs of general aviation aircraft.*

APPENDIX A

ANNUAL ACTIONS PLANNED TO ACHIEVE OBJECTIVES

The information in this Appendix documents the planned actions which the FAA and general aviation community will take in partnership to achieve the mutual objectives specified in Section III of this action plan. This Appendix will also be subsequently revised each year to record the results of these actions, thereby providing for measurement of our success.

Each year of the plan's operation will have a separate section beginning with Appendix A-1 for 1994. During the annual revision/update process, a new appendix will be added with the actions for the new year and the previous appendix will be revised to record accomplishments for the year just ended. For example, in early 1995, Appendix A-2 will be created to document planned partnership (FAA and general aviation community) actions for that year. At the same time, Appendix A-1 will be completed to show actions accomplished in 1994.

We expect that additional significant actions will take place, either by the FAA or by the general aviation community, to meet ***all*** of the objectives in the plan. We will attempt to document these accomplishments also.

APPENDIX A-1

1994 ACTION ITEMS TO BE ACCOMPLISHED IN PARTNERSHIP BETWEEN THE FAA AND THE GENERAL AVIATION COMMUNITY

OBJECTIVE FROM SECTION III	*1994 PARTNERSHIP ACTION*	*LEAD FAA ORGANIZATION(S)*
1A. Achieve safety compliance through effective nonregulatory safety promotion programs and use of innovative compliance methods.	Implement Coalition recommendations to FAA to revitalize existing FAA Accident Prevention Program.	Flight Standards Service
	Complete test of new prototype compliance methods (Cooperative Compliance Action Team, CCAT) at Denver FSDO.	Flight Standards Service
2A. Reengineer airman, operator, and aircraft certification processes, as required, to provide timely services to general aviation customers and minimize customer costs.	The Aircraft Certification Service (AIR) will, in coordination with the Flight Standards Service, continue its customer focus to provide timely services to the general aviation customers and to minimize customer costs. AIR will meet with general aviation customers in 1994 to define the impact of implementing AC 21.xx and to improve the understanding of customer expectations.	Aircraft Certification Service Flight Standards Service

APPENDIX A-1 cont.

OBJECTIVE FROM SECTION III	*1994 PARTNERSHIP ACTION*	*LEAD FAA ORGANIZATION(S)*
3A. Continue to develop appropriate aircraft certification standards and processes, as appropriate, to facilitate introduction of a new generation of general aviation aircraft and technology in a worldwide marketplace.	The Aircraft Certification Service will continue to be responsive to customer requests. The Service will continue its work to refine the draft simplified engine certification manual, issue advisory material, and pursue the use of alternative parts sources for general aviation aircraft engines.	Aircraft Certification Service
	The Aircraft Certification Service will respond to customer requests for new services within available resources. It will continue its present level of support to the avionics industry and NASA in the Advanced General Aviation Transport Experiment (AGATE) program. Support will be increased as funding becomes available.	Aircraft Certification Service
3C. Ensure the orderly development and availability of alternative general aviation fuels, with due consideration for the existing general aviation fleet and a new generation of general aviation aircraft, as well as applicable emission standards.	The Aircraft Certification Service will continue to sponsor FAA aircraft fuels research. In addition, the Service will continue to participate on the American Society of Testing and Materials (ASTM) committee and support its work to define the fuel standards for the future. The FAA will continue to fund, staff, and coordinate alternative fuels research, and the Administrator will communicate the FAA's interest in the development of future fuels to the principals of the petroleum industry.	Aircraft Certification Service

APPENDIX A-1 cont.

OBJECTIVE FROM SECTION III	*1994 PARTNERSHIP ACTION*	*LEAD FAA ORGANIZATION(S)*
3D. Promote the development of new technologies which will reduce the overall perceived noise footprint of general aviation aircraft and promote acceptance of a uniform national noise standard.	The FAA will continue its coordination with NASA on noise and emissions-reducing research and the implementation of these technologies. The Aircraft Certification Service is the primary FAA sponsor of the research, in support of the Office of Environment and Energy (AEE). Aircraft Certification, along with the Flight Standards Service, will support the implementation of noise abatement profiles for general aviation aircraft as they are developed by the industry.	Aircraft Certification Service
4A. Maximize general aviation's /4B. technical ability and right to access all U.S. airspace./Minimize undue restrictions on general aviation access to airports including unnecessary security restrictions.	Convene an FAA/user workshop to identify general aviation NAS access issues, agree actions needed to resolve these issues, and create a process for specific resolution.	Air Traffic Rules and Procedures Service Office of Civil Aviation Security Policy and Planning

APPENDIX A-1 cont.

OBJECTIVE FROM SECTION III	*1994 PARTNERSHIP ACTION*	*LEAD FAA ORGANIZATION(S)*
4C. Create a national airports policy which seeks to maintain or increase the number of public access airports available to general aviation, to create a practical and viable system of reliever airports, and to promote proactive general aviation policies by airport management authorities.	Convene an FAA/user workshop to exchange ideas and information on airports policy which maximizes the potential of general aviation to the Nation's air transportation infrastructure.	Assistant Administrator for Airports
5A. Initiate regulatory relief and other actions to reduce user costs while maintaining or increasing safety.	The FAA has undertaken a short-range regulatory review, in close consultation with industry and other interested parties, to eliminate or amend existing regulations to reduce regulatory burdens consistent with safety and security considerations. On January 10, 1994, the FAA issued Notice No. 94-1 (59 FR 1362), which solicits public comment that will assist FAA in focusing attention on areas where the public believes the regulatory burden is excessive and unjustified. The comments provided in response to this notice will assist the agency in establishing its priorities for future regulatory changes, including repeal or modification of rules where appropriate, to maintain safety and security while reducing regulatory burdens.	Office of Rulemaking Flight Standards Service Aircraft Certification Service

APPENDIX A-1 cont.

OBJECTIVE FROM SECTION III	*1994 PARTNERSHIP ACTION*	*LEAD FAA ORGANIZATION(S)*
5A. Initiate regulatory relief and other actions to reduce user costs while maintaining or increasing safety.	Complete and release the Advisory Circular on Primary Category Aircraft owner maintenance.	Flight Standards Service
	Publish the rulemaking proposals from AOPA and EAA which seek to reduce the cost of airman medical certification while maintaining safety.	Flight Standards Service Office of Aviation Medicine
	Aircraft inspection/maintenance requirements have been tasked to ARAC to develop current rules and/or policy.	Flight Standards Service
5D. Develop and implement a general aviation parts policy that supports safe operation and reduces user costs.	Convene an FAA/user workshop to identify ways to increase general aviation parts availability, identify alternate sources of parts, streamline parts approval procedures, and maintain or improve safety levels. This effort will employ a user community/FAA team approach and will bring together all current study efforts into a single organized effort.	Flight Standards Service Aircraft Certification Service

APPENDIX B

PRINCIPAL FAA ORGANIZATIONS TASKED WITH ACTION PLAN RESPONSIBILITIES

Organization	Routing Symbol	Contact Person	Phone Number
Flight Standards Service (Operations)	AFS-800	Bob Wright	202-267-8212
Flight Standards Service (Airworthiness)	AFS-301	Dennis Piotrowski	202-267-3807
Flight Standards Service (Technical Programs)	AFS-430	George Chang	202-267-7135
Small Airplane Directorate (Aircraft Certification)	ACE-110	John Colomy	816-426-6930
Office of Rulemaking	ARM-100	Ida Klepper	202-267-9688
Office of Accident Investigation	AAI-220	Brian Poole	202-267-9628
Office of Safety Information and Promotion	ASP-200	Norma Lesser	202-366-6001
FAA Technical Center, NJ	ACD-210	Joseph Traybar	609-485-4286
Office of Aviation Policy and Plans	APO-120	Duke Shepard	202-267-3317
Air Traffic Rules and and Procedures Service	ATP-200	Harold W. Becker	202-267-3731
Office of Airport Safety and Standards	AAS-300	John Kal	202-267-8729
NAS System Engineering Service	ASE-300	Tom Higgins	202-287-8638

Appendix B cont.

Organization	Routing Symbol	Contact Person	Phone Number
Research and Development Service	ARD-30	Rick Weiss	202-267-5811
Office of Chief Counsel	AGC-200	Carey Terasaki	202-267-8018
Systems Maintenance Service	ASM-300	Dave Tuttle	202-267-8225
Office of Civil Aviation Security	ACP-100	Bob Cammaroto	202-267-7723
Office of Environment and Energy	AEE-100	Tom Connor	202-267-3570
Office of Training and Higher Education	AHT-200	Tom Vanderwest	202-366-6929
Office of International Aviation	AIA-100	Austin Hogan	202-267-3230
Government and Industry Affairs	AGI-5	Gwen Caudle	202-267-3277
Office of Integrated Safety Analysis	ASA-300	Peter McHugh	202-366-6407
Office of Aviation Medicine	AAM-210	Dennis McEachen	202-366-6354

APPENDIX C

MEMBERS OF THE GENERAL AVIATION ACTION PLAN COALITION

Aircraft Owners and Pilots Association

American Electronics Association

Experimental Aircraft Association

General Aviation Manufacturers Association

Helicopter Association International

National Air Transportation Association

National Association of Flight Instructors

National Association of State Aviation Officials

National Business Aircraft Association

Professional Aviation Maintenance Association

Small Aircraft Manufacturers Association

APPENDIX D

RECOMMENDATIONS FROM PARTICIPANTS IN GENERAL AVIATION CONFERENCE HELD IN KANSAS CITY DURING SEPTEMBER 1993

The FAA sponsored a three-day conference on September 8 to 10, 1993, to solicit input from representatives of the general aviation community on critical issues facing general aviation. The participants were organized into 16 groups to address these issues in a work group setting.

The 16 groups developed more than 140 recommendation items on a variety of issues. An FAA analysis of these recommendations identified many that either duplicated or were very similar to each other. However, 58 distinct recommendations were identified by FAA.

The 58 recommendation issues generated at the conference were considered by the FAA in developing the objectives in the General Aviation Action Plan. To facilitate feedback to the conference participants and others in the general aviation community, we are listing the 58 issues in the Appendix and indicating the associated Action Plan objectives. We have also indicated where 1994 partnership actions have been planned between the FAA and the General Aviation Action Plan Coalition. A description of these actions is contained in Appendix A-1.

In this appendix, we have chosen to emphasize the broader objectives in the action plan as being the immediate response to the conference recommendations. Specific actions to implement many of these recommendations will be undertaken over the 3- to 5-year period covered by this action plan. As indicated in the main body of the plan (Section III), the FAA and the general aviation community will annually develop specific actions to meet the plans, goals, and objectives.

APPENDIX D cont.

RECOMMENDATIONS FROM PARTICIPANTS IN SEPTEMBER 1993 GENERAL AVIATION CONFERENCE

CONFERENCE RECOMMENDATIONS	*RELATED GAAP OBJECTIVE (from Section III)*	*1994 GAAP COALITION/FAA PARTNERSHIP ACTIONS (APPENDIX A-1)*
1. Support Product Liability Reform	Under study by the Department of Justice in response to recommendation from the Airline Commission	
2. Encourage Student Pilot Starts	5A, 5C	✓
3. Promote International Sales of U.S. General Aviation Products	3E	
4. Continue Autogas Research	3C	✓
5. Expand Owner Maintenance Opportunities	5A, 5D	✓
6. Revitalize the Accident Prevention Program	1A	✓
7. Improve Ramp Check Program	2A	
8. Improve Rulemaking Process	5A	✓

CONFERENCE RECOMMENDATIONS	*RELATED GAAP OBJECTIVE (from Section III)*	*1994 GAAP COALITION/FAA PARTNERSHIP ACTIONS (APPENDIX A-1)*
9. Establish General Aviation Advisory Committee	2C, 2D, 2E, 2F	
10. Improve the Priority at FAA for Urgent Satisfactory Resolution of General Aviation Issues	2C, 2D, 2E	
11. Increase FAA Privatized Functions Where Appropriate	1D, 2A, 2B	
12. Support General Aviation Awareness Program	2C, 2E, 2F, 3E, 5B	
13. Improve the GA Data base (Aircraft, Activity, etc.)	1B	
14. Recognize Industry Support of FAA Activities	2C	
15. Establish a GA Information Clearinghouse	1B	
16. Improve Diversity in GA	5C	
17. Establish a GA Computer Bulletin Board	1B	
18. Contact Pilot "Dropouts" for Information and Future Participation	5B, 5C	
19. Establish Maintenance Technician Recognition and Certification	5C	

CONFERENCE RECOMMENDATIONS	*RELATED GAAP OBJECTIVE (from Section III)*	*1994 GAAP COALITION/FAA PARTNERSHIP ACTIONS (APPENDIX A-1)*
20/21. Improve FAA Employee Understanding of GA	2C, 2E	
22. Improve Flight Instructor Teaching Ability	1E	
23. Require Expanded CFI Renewal Testing	1E	
24. Improve the Pilot Examiner Program	1D	
25. Improve Flight Review and Recurrent Training Standards	1E, 1F	
26. Examine Minimum Flight Hour Requirements	1E	
27. Remove Recreational Pilot Restrictions and Establish a Self-Signing Medical	5A	✓
28. Improve High Performance Aircraft Transition Training	1E, 1F	
29. Encourage Use of Ground Trainers	1E, 1F	
30. Improve Distribution Process for Notices of Proposed Rulemaking	1B, 2C	
31. Reengineer FAR Part 135 Certification Process	N/A	

CONFERENCE RECOMMENDATIONS	*RELATED GAAP OBJECTIVE (from Section III)*	*1994 GAAP COALITION/FAA PARTNERSHIP ACTIONS (APPENDIX A-1)*
32. Revise Advisory Circular for State Airport Systems	4C	
33. Increase Support of GA Research, Engineering, and Development	3A, 3B, 3C, 3D	✓
34. Extend Term for Aircraft Annual Inspections	5A	
35. Move Maintenance Handbook Development Functions	2A	
36. Define Policy on Supplemental Type Certificates vs. Field Approvals	2A	✓
37. Streamline Ferry Permit Process	2A	
38. Define Data Link Applications for GA	3B	
39. Defend Federal Preemptive Position in Product Liability Cases	Under study by the Department of Justice in response to recommendation from the Airline Commission	
40. Study Mandatory Airman Liability Insurance	1A	
41. Improve the Aircraft Certification Process	2A	

CONFERENCE RECOMMENDATIONS	*RELATED GAAP OBJECTIVE (from Section III)*	*1994 GAAP COALITION/FAA PARTNERSHIP ACTIONS (APPENDIX A-1)*
42. Improve "User Friendliness" of Air Traffic Control	2B, 4A, 4D	✓
43. Increase FAA's Role in Aviation Education	5B, 5C	
44. Create an FAA Office of General Aviation	FAA focus on general aviation provided by General Aviation Policy Statement, General Aviation Action Plan, and a cross-agency approach to addressing general aviation issues.	
45. Redefine FAA's Parts Policies	5D	✓
46. Establish a Dockets Computer Bulletin Board for Pending Rulemaking and Other Public Notices	1B	
47. Improve Support For U.S. GA Community in Discussions with Joint Airworthiness Authorities	3E	
48. Move the Responsibility for On-demand Air Taxis to Headquarters General Aviation Division	As air carriers, on-demand air taxis are not formally covered by FAA's general aviation policy. However, numerous GAAP objectives are applicable to these operators.	

CONFERENCE RECOMMENDATIONS	*RELATED GAAP OBJECTIVE (from Section III)*	*1994 GAAP COALITION/FAA PARTNERSHIP ACTIONS (APPENDIX A-1)*
49. Revise Airport Improvement Program Funding Criteria	4C	✓
50. Enhance Utility of GA Airports	4B, 4C	✓
51. Address the Security Issues of GA Community	4B	✓
52. Improve GA's Access to the Airspace	4A	✓
53. Promote Product Innovation and Integration of Technology for GA	3A, 3B	
54. Improve the Understanding of GA by FAA Executives	2C, 2E	
55. Establish an STC Data base	2A	
56. Extend the Principles of the Small Aircraft Certification Program to Other Certification Issues	2A	✓
57. Flight Instructors Should Be Formally Educated	Not applicable to GAAP Objectives	
58. Random Pair Pilot Examiners and Applicants	Not applicable to GAAP Objectives	

APPENDIX E

SOURCE DOCUMENTS USED TO DEVELOP THIS ACTION PLAN

1. FAA Administrator's General Aviation Policy Statement, September 1993.

2. General Aviation Action Plan, FAA Flight Standards Service, General Aviation and Commercial Division, October 1992.

3. FAA Strategic Plan, March 1994.

4. The Economic Impact of Civil Aviation on the U.S. Economy, Update 1991, Prepared by Wilbur Smith Associates for the Partnership for Improved Air Travel, April 1993.

5. Informal draft materials presented by the General Aviation Action Plan Coalition.

6. Informal conference documentation related to FAA General Aviation Conference held in Kansas City, MO, in September 1993.

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